



Norman Y. Mineta

Norman Y. Mineta is the longest serving Secretary in the history of the U.S. Department of Transportation, becoming the 14th Secretary of Transportation on January 25, 2001.

He was also the first Asian-American Cabinet member during the Clinton administration, and the first Cabinet member to switch directly from a Democratic to a Republican Cabinet. In December 2004, Secretary Mineta accepted President Bush's invitation to continue his service in the Cabinet during the President's second term.

As Secretary of Transportation, Mineta oversees an agency with almost 60,000 employees and a \$61.6 billion budget. Created in 1967, the U.S. Department of Transportation brought under one umbrella air, maritime and surface transportation missions.

At the U.S. Department of Transportation, Secretary Mineta has delivered on the President's historic commitment to safety. During his first four years as Secretary, America achieved the lowest vehicle fatality rate ever recorded, the highest safety belt usage rate ever recorded, and the lowest rail fatality level ever recorded. The Secretary has overseen the safest three-year period in aviation history. In addition, Secretary Mineta was instrumental in persuading every state in the country to set a blood alcohol rate at .08 percent, an alcohol level that has proved to be effective in preventing automobile crashes and improving safety.

Secretary Mineta also oversaw the Coast Guard's response to the terrorist attacks of September 11, 2001, including developing the Sea Marshal Program, Maritime Safety and Security Teams, and expanding the number and mission of Coast Guard Port Security Units.

Prior to joining President Bush's administration as Secretary of Transportation, Secretary Mineta served as U.S. Secretary of Commerce under President Clinton. He was vice president of Lockheed Martin Corporation prior to joining the Commerce Department.

Secretary Mineta is married to Danealia (Deni) Mineta. He has two sons, David and Stuart Mineta, and two stepsons, Robert and Mark Brantner.



Frank Busalacchi

In January of 2003, Frank Busalacchi accepted Governor Jim Doyle's appointment to be Secretary of the Wisconsin Department of Transportation. Busalacchi was formerly the secretary-treasurer of Teamsters Local 200 based in Milwaukee, one of the largest Teamster locals in the state. He began with the Teamsters as a business agent in 1979 and was elected president in 1991 and secretary-treasurer in 1994.

Secretary Busalacchi leads one of the largest state agencies with over 3,600 employees and dozens of satellite offices. WisDOT's annual budget of over \$2.4 billion includes support for all modes of transportation, including state highways, local roads, railroads, public transit systems, airports, harbors and bicycle and pedestrian facilities. The department also serves 50,000 people each day through the Division of Motor Vehicles, while the Wisconsin State Patrol enforces laws and aids motorists throughout the state.

Secretary Busalacchi leads the state's efforts to rebuild the Marquette Interchange Project in downtown Milwaukee. The \$810 million project is the largest highway construction job ever in Wisconsin, and the Secretary has set key goals to build the project safely, on-time, on-budget and by involving the entire community.

The Secretary also plays a leading role in national passenger rail issues. In 2005, he accepted the post as chair of the States for Passenger Rail Coalition, an alliance of 23 state DOT's calling for expanded federal support of intercity passenger rail. Secretary Busalacchi has testified to Congress about the importance of passenger rail and is working to improve existing Amtrak service and plan for new high-speed rail service in Wisconsin.

Secretary Busalacchi has a long-time commitment to improving Wisconsin. He was president of the Summerfest Board of Directors and chair of the negotiating committee responsible for the lease between Milwaukee World Festivals and the city of Milwaukee. He also served as the construction committee chairman for the Miller Park Baseball Stadium construction project. He was a member of the Southeast Wisconsin Regional Planning Commission advisory committee to the southeast freeway study and a member of the Greater Milwaukee Committee. Secretary Busalacchi, his wife and their family reside in Brookfield.



Steve Heminger

Steve Heminger is Executive Director of the Metropolitan Transportation Commission (MTC). MTC is the regional transportation planning and finance agency for the nine-county San Francisco Bay Area. It allocates more than \$1 billion per year in funding for the operation, maintenance and expansion of the Bay Area's surface transportation network.

Since 1998, MTC has served as the Bay Area Toll Authority (BATA) responsible for administering all toll revenue from the seven state-owned bridges. BATA has a "AA" credit rating and plans to issue over \$6 billion in toll revenue bonds to finance bridge, highway, and transit construction projects over the next several years. MTC also functions as the region's Service Authority for Freeways and Expressways (SAFE) and operates a fleet of 70 tow trucks and 2,000 roadside call boxes to assist motorists in trouble. In addition, MTC manages the TransLink® universal fare card program for public transit and the popular 511 traveler information telephone number and web site.

Mr. Heminger has been appointed by House Democratic Leader Nancy Pelosi to serve on the National Surface Transportation Policy and Revenue Study Commission, which will help chart the future course for the federal transportation program. In addition, he is a member of the Board of Trustees for the Mineta Transportation Institute, the Board of Directors for the International Bridge, Tunnel and Turnpike Association; and the Board of Advisors for the Eno Transportation Foundation. Prior to joining MTC in 1993, Mr. Heminger was Vice President of Transportation for the Bay Area Council, a business-sponsored public policy group. He also has served as a staff assistant in the California State Legislature and the U.S. Congress.

Mr. Heminger received his Master of Arts degree from the University of Chicago and a Bachelor of Arts degree from Georgetown University.



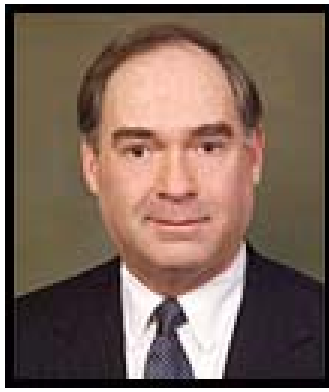
Matthew K. Rose

Matthew K. Rose became the first member of the babyboom generation to head a major North American railroad when he was named the CEO of Burlington Northern Santa Fe Corporation (BNSF) in 2000. He brought a new attitude to the staid industry, which had been notorious for its lack of younger members in top management. Having spent part of his career in marketing, Rose also came to his job with a focus on customer service, an outlook that for some time had been sorely lacking in an industry with a reputation for unreliability. Rose's experience in the trucking industry also helped him to transform BNSF. As a leader, he was optimistic, open, and supportive, but also decisive and tough-minded.

Burlington Northern and Santa Fe Railway merged in September 1995, forming Burlington Northern Santa Fe Corporation. After the merger Rose became vice president of chemicals, a position he held until May 1996, when he was promoted to senior vice president of the merchandise business unit. His quick rise through the management ranks of BNSF continued in August of the following year with his promotion to senior vice president and chief operations officer. He was now in charge of coordinating transportation, maintenance, quality, purchasing, labor relations, and information services. In June 1999 Rose was named president and chief operating officer, with the clear understanding that he was now being groomed to succeed BNSF's chief executive officer, Robert D. Krebs.

Rose became the CEO at BNSF in December 2000, with Krebs retaining the chairmanship. Krebs had nothing but high praise for his 41-year-old protégé. He told the *Journal of Commerce*, "He is tough-minded, but he is an optimist. He is decisive, yet thorough.

Rose took over a railroad that operated on 35,500 route miles of track in 28 western states and two Canadian provinces and generated more than \$9 billion in annual revenues, second in size only to Union Pacific. The hard-driving Krebs had done a good job in cutting costs, which allowed BNSF to survive and start to invest in capital improvements, leaving Rose with different priorities, which included growing revenues to meet rail's ferocious appetite for capital, investing in new facilities, and acquiring more efficient locomotives and freight cars. To accomplish these goals, he had to win back market share from truckers as well as forge partnerships between trucking and rail. One tool he hoped to utilize more was the Internet, putting to use some of the techniques used by airlines to better match supply and demand for rail service as a way to maximize revenue.



Jack L. Schenendorf

Jack L. Schenendorf joined Covington & Burling in March 2001, as Of Counsel. His practice concentrates on transportation and legislation, with a particular focus on legislative strategy, legislative procedure, and the federal budget process.

Prior to joining the firm, Mr. Schenendorf served on the Bush/Cheney Transition where he was Chief of the Transition Policy Team for the U.S. Department of Transportation and other transportation-related agencies. He was responsible for reviewing all transportation policies and issues for the incoming Administration.

For nearly 25 years, Mr. Schenendorf served on the staff of the Committee on Transportation and Infrastructure of the U.S. House of Representatives under 7 different Republican Committee leaders. He was Chief of Staff from 1995 to 2001 when the 75-member committee — the largest in the history of the Congress — held 314 hearings and passed 265 bills through the House, of which 115 were enacted into law. Mr. Schenendorf advised the committee on all legislative matters, including the major efforts to change the budgetary treatment of the transportation trust funds. These efforts led to enactment of the landmark Transportation Equity Act for the 21st Century (TEA 21) in 1998 and the Aviation Investment and Reform Act for the 21st Century (AIR 21) in 2000, as well as House passage of the Truth in Budgeting Act in 1996.

Mr. Schenendorf also served as Minority Chief Counsel and Staff Director, Minority Counsel, Associate Minority Counsel, and Minority Counsel for the Surface Transportation Subcommittee and the Investigations and Oversight Subcommittee. Before joining the Transportation Committee in 1976, he was a staff attorney on the National Commission on Water Quality in Washington, D.C.

In addition, Mr. Schenendorf specialized in legislative and parliamentary procedures and the federal budget process. For a number of years he taught the legislative procedures course offered to Republican staff on behalf of the Republican Leadership of the House of Representatives. He also taught the course "Congress and the Federal Budget" for the professional development program at George Washington University.

A native of Pleasantville, New York, Mr. Schenendorf received a J.D. degree from Georgetown University Law School in 1975, and a B.S. degree in Biology from Union College, N.Y. in 1966. From 1967 to 1972, Mr. Schenendorf served in the U.S. Navy in Admiral Rickover's nuclear submarine program. After completing nuclear power and submarine training, he served on the U.S.S. James K. Polk (SSBN 645) as Reactor Control Officer and the U.S.S. Tullibee (SSN 597) as Communications Officer. He achieved the rank of Lieutenant.



Tom Skancke

Tom Skancke is the president and CEO of The Skancke Company. The Skancke Company is a public affairs firm with its primary offices in Las Vegas, Nevada. The Skancke Company also has offices in Newport Beach, CA and Washington, DC. In 1990, Tom started The Skancke Company and since that time, The Skancke Company has grown to become a well respected and recognized public affairs firm throughout the US.

For many years, the primary focus of The Skancke Company has been in projects related to transportation infrastructure funding and construction. In the past 16 years, Tom has worked on over \$2 billion in transportation funding and construction projects throughout the west. Tom is best known for his problem solving skills and his ability to see a problem and apply a solution. No project is too big or too small for Tom and The Skancke Company.

In 1999, Nevada Governor, Kenny Guinn, appointed Tom to the CANAMEX Corridor Coalition (CCC). The CCC is a 5 state commerce and tourism coalition in the western United States. In 2003, the CCC elected Tom the first full time chairman of the five state coalition and he served in that capacity for two years. He continues to be a member of the Coalition. Most recently, United States Senator Harry Reid appointed Tom to sit on the congressionally created National Surface Transportation Policy and Revenue Study Commission.

Tom has worked on a number of campaigns and referenda across the country from local to national races. He continues to be an advisor to many of his current and former political clients. He has public affairs experience on all levels of government as well as with many regional and national agencies.

Tom is active in all of the communities where he does business. He is a member of the Las Vegas Chamber of Commerce where he is a member of the Business Council. He serves on the Public Policy Committee for the Las Vegas YMCA. He is also a member of the Nevada Opera Association board in Reno, Nevada.



Paul M. Weyrich

Paul M. Weyrich is Chairman and CEO of the Free Congress Research and Education Foundation. He served as President of the foundation from 1977 to 2002. From 1989 to 1996, Mr. Weyrich served as President of the Kreible Institute of the Free Congress Foundation, responsible for training democracy movements in the states comprising the Former Soviet Empire. He is a founder and past director of the American Legislative Exchange Council, the founding president of the Heritage Foundation, and the current National Chairman of Coalitions for America.

A former reporter and radio news director, Mr. Weyrich is a regular guest on daily radio and television talk shows. A sought-after writer, Mr. Weyrich has published policy reports and journals on a variety of conservative issues and has contributed editorials to The New York Times, The Washington Post, and The Wall Street Journal.

He has been described by The Economist as "one of the conservative movement's more vigorous thinkers." Voted three years in a row from 1981 - 1983 by readers of Conservative Digest as one of the top three "most popular conservatives in America not in Congress," Mr. Weyrich has been named by Regardie's Magazine as "one of the 100 most powerful Washingtonians."

He has been married since 1963 to the former Joyce Smigun, is the father of five children, and serves as a deacon in his church.



Patrick E. Quinn

Patrick E. Quinn, Co-Chairman of U.S. Xpress Enterprises, Inc. has spent his entire professional career in the motor carrier industry. A native of Nebraska, Mr. Quinn received a B. A. degree from the University of Nebraska in 1968 and a J. D. degree from the University of Nebraska College Of Law in 1971.

Mr. Quinn practiced law in Lincoln, Nebraska from 1971 through 1977, and was a partner in the law firm of Nelson and Harding, where he specialized in transportation law. In 1977, he joined Southwest Equipment Rental, Inc. as Vice President and General Counsel and was named Executive Vice President and General Manager in 1984. Mr. Quinn and Max L. Fuller formed U.S. Xpress Enterprises, Inc. in 1985. Through their leadership and experience, U.S. Xpress is recognized as a service, safety and technology leader in the trucking industry, earning an award for innovation from the Smithsonian Institute in 2000. U.S. Xpress is the fifth largest publicly-traded truckload carrier in the United States. In 2004, U.S. Xpress achieved \$1 billion in annual revenue and the Company was named the For-Hire Fleet of the Year by Fleet Owner magazine.

Mr. Quinn is the Chairman of the American Trucking Associations and is a past Chairman of the Truckload Carriers Association. An initial member of the ATA's Image & Communications Committee, Mr. Quinn has been a frequent public speaker and leading advocate for the trucking industry, and received an appointment from Senate Majority Leader Bill Frist to the National Surface Transportation Policy and Revenue Study Commission in 2006. Mr. Quinn was a recipient of the 1997 Alumni Achievement Award from the University of Nebraska. He serves as a member of the Board of Directors for the Chattanooga Area Chamber of Commerce and the Erlanger Hospital in Chattanooga. Mr. Quinn and his wife, Anna Marie, reside in Chattanooga, Tennessee. They have three children and six grandchildren.



Mary Peters

Mary Peters has joined HDR as national director for transportation policy and consulting. She will be based in HDR's Phoenix office. Peters will be responsible for building a management consulting practice and formulating public policy initiatives for the firm's transportation program.

Prior to joining HDR, Peters was Administrator of the Federal Highway Administration (FHWA), an agency of the U.S. Department of Transportation. As administrator, she led efforts to improve safety and security, reduce congestion, and enhance mobility on America's roads and bridges. Before her appointment to FHWA in 2001, Peters was the director of the Arizona Department of Transportation (ADOT). She provided leadership to more than 4,800 employees in administering the state's transportation program. Peters joined ADOT in 1985, working her way up through the ranks to serve as contract administrator, deputy director for administration, and deputy director before Gov. Jane Hull appointed her director in 1998.

In September, Peters received the American Road and Transportation Builders Association's highest honor, the ARTBA Award. She was recognized for her exemplary career in public service as a long-time champion for improving transportation program efficiency at the federal and state levels, and for measures aimed at improving roadway work zone safety. She was a key proponent of the Federal surface transportation reauthorization bill known as SAFETEA-LU, especially the provisions that will help streamline the environmental review and approval process for transportation projects. She also has been a strong advocate for using public-private partnerships to help finance and deliver transportation capital improvements.

Peters has had extensive involvement in transportation activities at the national level. She served on the board of directors for the Intelligent Transportation Society of America, chaired the Standing Committee on Planning and the Asset Management Task Force for the American Association of State Highway and Transportation Officials (AASHTO), and served as a member of the AASHTO 2001 Reauthorization Steering Committee.

In addition to her work on the national level, Peters has been active in Arizona, serving on the board of directors for the Arizona Quality Alliance, Women Executives in State Government, and Project Challenge, an arm of the National Guard that helps troubled teens become productive citizens. She chaired the Highway Expansion Loan Program Advisory Board and was a member of the Greater Arizona Development Authority as well as the Governor's Diversity Advisory Council.



R. Rick Geddes

R. Richard Geddes is associate professor and Director of Undergraduate Studies in the Department of Policy Analysis and Management at Cornell University. He holds MA and Ph.D. degrees in economics from the University of Chicago, and a BS from Towson University in economics and finance. He is author or editor of three books, and numerous essays and books chapters. Geddes work has appeared in the *American Economic Review*, the *Journal of Regulatory Economics*, the *Encyclopedia of Law and Economics*, the *Journal of Legal Studies*, the *Journal of Law, Economics, and Organization*, and the *Journal of Law and Economics*. He teaches courses on corporate governance and the regulation of industry. His research fields include corporate governance, postal reform, public utility regulation, and the economics of women's rights, among others. Geddes was a senior economist on the President's Council of Economic Advisers during the 2004-2005 academic year. He was a Visiting Faculty Fellow at Yale Law School in 1995-1996, and a National Fellow at the Hoover Institution in 1999-2000. He taught at Fordham University from 1991 to 2002.



Steve Odland

Mr. Odland has been Chairman, Chief Executive Officer and a Director since March 11, 2005. Immediately prior to joining Office Depot, Inc., he was Chairman, Chief Executive Officer and a director of AutoZone, Inc., from January 2001 until March 11, 2005 and President of that company from May 2001 until March 11, 2005. Previously he was an executive with Ahold USA from 1998 to 2000. Mr. Odland was President of the Foodservice Division of Sara Lee Bakery from 1997 to 1998. He was employed by The Quaker Oats Company from 1981 to 1996 in various executive positions. Mr. Odland is also a director of General Mills, Inc.

Francis X. McArdle

Francis X McArdle assumed the position as Senior Advisor at the General Contractors Association of New York on January 1, 2006 after twenty years of service as its Managing Director. The General Contractors Association of New York, founded in 1908, is the trade association for the heavy construction industry active in New York City.

Mr. McArdle worked for two years prior to the GCA with Olympia and York Battery Park City on the creation of the commercial center in lower Manhattan now known as the World Financial Center. He completed an eleven year career in 1981 with the City of New York, after spending four years as the Commissioner of the New York City Department of Environmental Protection during the first term of Mayor Edward Koch.

Mr. McArdle completed all but his dissertation for a PhD in political science and public administration at Syracuse University. He is a member of the Moles. He has recently been appointed at the suggestion of Senator Hilary Clinton to the National Commission on Transportation Policy and Finance, created in the TEA-LU transportation act through an amendment offered by Senator Clinton. He also serves as a trustee on the New York State Laborers Educational and Cooperative Trust, as a trustee of the Laborers Health and Safety Fund of North America, and as a board member of the Friends of Hudson River Park.